



SCUTTLEBUTT

Official Publication
Lake Hopatcong Chapter of the Antique and Classic Boat Society



Volume XLVI Fall 2020 Number 2

Joseph “Papa Joe” Cahill Passes



Patty and Joe Cahill on Irish C's

Our Chapter has lost a very dear friend. Joe Cahill passed away quite suddenly on August 13, 2020. Those of us who had the treasure of Joe's friendship knew him to be a very special man. Owing, perhaps, to his career as a Newark Fireman, Joe was the “go to” guy if you needed help with just about anything. And Joe was fun to be around, always quick to see (and perhaps add to) the humor of the moment. Remember the elaborate snorkel that he crafted so that Mike Smith could use his tractor underwater?

While never looking for accolades, Joe was honored several times with our highest awards for his exceptional service to the Chapter.....the President's Cup once, and the Tom Wiss Memorial Award twice.

Inside you will see a very moving and sometimes comical eulogy of Joe which was delivered by Joe's dearest friend, Mike Smith, at the St. Therese RC Church in Succasunna.

We send our deepest sympathy to Patty and the extended families of their sons, Tommy and Brian. As Mike Smith says in his eulogy, you were one of a kind, Papa Joe, and you are missed.

Eulogy of “Papa Joe” Cahill

Mike Smith

Life is a journey, and along that journey you meet many people, some acquaintances, some become friends and on that rare occasion a casual, social interaction at the yacht club with Joe, grew much like a mustard seed into a very deep and meaningful friendship.

The name, “Papa Joe” as we endearingly called him, did not come without some consternation. This moniker was tagged by his granddaughter, Emma, and at one point it was brought to my attention, and quite sternly I might add, by a very possessive six year old Emma, she informed me that “he was her Papa Joe”! I did not take that lightly and have always used it with great respect....well mostly.

Papa Joe was one of a kind, a city kid from Newark where he was a fireman for 35 years and spent most of his off time with his sons Brian and Tommy fishing, boating and sailing on Great South Bay on Long Island.

Joe’s love of boating and the water is what brought he and Patty to Lake Hopatcong 20 years ago. They quickly involved with the Lake Hopatcong Antique & Classic Boat club and the Lake Hopatcong Yacht Club.

When I was the Boat Show Chairman, I tasked him with the job of raising money for ads for the New Boat Show Program. He immersed himself in making the program the best. He raised more money than ever before and set an all time Ad dollars record. (Of course, you know he drove Patty crazy with the added paper work required to achieve this feat). Joe endeared himself with all the local merchants, and you know, if you knew Papa Joe, there was more than one slice of free pizza that went along with the ad he received.

He loved his 1949 Chris Craft “First Due” a fire department term meaning “first on the scene” and he could be observed always plying the waters with Patty.

However, Patty had wanderlust, loved to travel, and Joe had a term when she was on one of her trips he would go out “Lake Tramping” meaning I would get a call, Mike, I’m coming over, let’s just sit and have a beer....well several hours later, we had solved the problems of the world, boy could we use Papa Joe now!

But it was those afternoons and evenings with Joe that gave me great respect of his accomplishments, the deep love and admiration he had for his family, his sons, his grandchildren, his daughters in law, his in laws, but especially his wife, Patty.

I could go on and on with wonderful stories and hopefully I have shared some with you. Joe was a humble, giving, loving guy, although not a big hugger. I drove him crazy with that one.

And I must believe that right now Papa Joe is up there at the pearly gates negotiating with Saint Peter to take out a full-page ad, for next year’s boat show.

God bless Joe, he has touched all of our lives in some small way, he certainly touched mine.

More Sad News....while Scuttlebutt is in the final editing process, and space is very limited, we can share that we just learned that both Audrey Kropp and Dick Gantert passed away very recently. Audrey was the sister of Wayne Mocksfield and mother of Kim and Bill Kropp. Dick was the widower of Past President, Betty Gantert, and a long time contributing member to our club. Both hosted major show related events many times.....Friday Night Welcoming Parties.....Sunday Post-Parade Picnics, Dick at his Chestnut Point home, and Audrey at Wayne’s Island, both special places on the lake. We extend our deepest sympathy to both extended families. Audrey and Dick will be fondly remembered.

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Contributors

Harry Gedicke

Kim Gedicke

Don Gulliksen

Cindy Heaton

Brad Hoferkamp

Bob Kays

Bob Larson

John MacKenzie

Pat Mueller

Tom McGowan

Ray Reynolds

Mike Schillizzi

Matt Smith

Mike Smith

Mike Wiard

President's Message

Wow, it's been quite a year! Who would have thought 2020 would be like this? If, last year, you had told anyone that this would happen you would have been at the very least laughed at. Science fiction at its best!

As I write this, it is the end of November, our Annual Meeting, that wasn't, has come and gone. Be sure to view the Annual Meeting Video presentation. The LHACBS website has a link to it. Our boats are all put away, and we are settling in for the winter ahead. Those of us who are lucky enough to head south, if you are comfortable with traveling, will at least escape the colder weather.

This issue of Scuttlebutt is a little different than what you are used to. With the exception of the cruise nights and cruise mornings, there are no articles on events because they simply did not take place.

As per Scuttlebutt's editor, Bob Rice, without the robust response by our members to our request for them to share their stories with us, this issue would not have been possible.

I look forward to 2021, and hopefully, we will be able to get together again for our usual events, many of which are already on the 2021 schedule.

Until then, as always, stay healthy and safe.

See you in the Spring,

Harry W. Gedicke

LHACBS President

In this issue...

ACBS International Annual Meeting

LHACBS Annual Meeting Video

Cody Brooke

Cruise Nights (and Days)

Focus: Elinor Peter Weiland

Fully Restored Boats: Cost

Godfather Auctioned

Hopatcong Hometown Heroes

Joe Fleming Honored

Joseph "Papa Joe" Cahill Passes

Mike Wiard's Latest

Moving? Notify ACBS

Partner in Command

Who's on First?

With Articles By:

Kim Gedicke

Bob Larson

John Mackenzie

Tom McGowan

Ken Moeri

Pat Mueller

Rob Pryor

Ray Reynolds

Editor's Desk

It has become a sad reality that from one issue of Scuttlebutt to the next, I find myself having to report on some of our members passing on. Our hearts go out to those who have suffered such a loss. In addition, some members are dealing with serious medical conditions. Our hearts go out to them, as well.

2020 has been quite a year! With COVID 19 having caused the cancellation of all events other than our Cruises, material for Scuttlebutt is understandably thin. You will see photos from the Cruises interspersed throughout this issue, but that doesn't make much of an issue. In addition to the Cruise photos, President Harry Gedicke thought it might be interesting to know what our members have been doing during the quarantine, and that evolved into our inviting input in three general areas. We asked...

- * What did you do, perhaps unusual, perhaps not, during the COVID 19 restrictions?
- * Tell us about your boat(s), past and present, including the boats' histories
- * Share photos from days gone by

Thanks to all who shared stories and photos with us. Their responses have been interesting, sometimes surprising, and sometimes comical; and you will know some of our members a lot better after seeing what they shared.

It must be noted that some of the photos are very old, some are from slides, and some are copied from magazine articles, so photo quality is not great in some cases, but they do, nonetheless, tell a story.

Cruise Nights (and Days!)

Covid 19 caused the cancellation of all events in 2020 with the notable exception of our **Cruise Nights** which we conducted once a month on Thursday evenings. With the absence of any other activities, we modified that schedule to cruise twice each month. Our evening cruises would normally end at the end of August with the decreasing daylight, but this year they morphed into **Saturday Morning Cruises** which we conducted every weekend through October 10th. It is noteworthy that with the increased frequency of the cruises, that lakefront home owners began to anticipate our passing by, assembling on their docks and decks to give us exuberant waves. You will see an article by Kim Gedicke in this issue in which she shares her and Harry's story of a **Sunday Parade** many years ago having sparked their interest in the old boats. Others tell similar stories, with several identifying the boats passing by as the beginning step in their coming to own an antique or classic boat. Plan to join in the fun next year!



Bob Larson

My family vacationed at my grandmother's cottage on Cranberry Lake, and the one thing I learned from my dad was that old boats need a lot of work, but can last a long time. I watched him Scrape, calk, and paint the Sears row boat, put it in the water to swell, bail it out, and maybe get one ride to the beach before the week was over. Good for the summer, but had to do it all again next year. The Old Town canoe was used for short trips with part of the family until the 14' rowboat was ready with its $\frac{3}{4}$ HP Evinrude....such power!

After buying a kayak with a bashed in stem which we fixed up, I learned the meaning of freedom on the water in my own craft. That was the start of a long string of "fixer-uppers" that came along whenever I could afford what I found. The following pictures depict my journey in the recreation boating world after my time in the Navy (1961 - 1967).



1960 CC Sportsman - Off the Clock



1957 Century - Water Filly



1964 Kayak Folboat



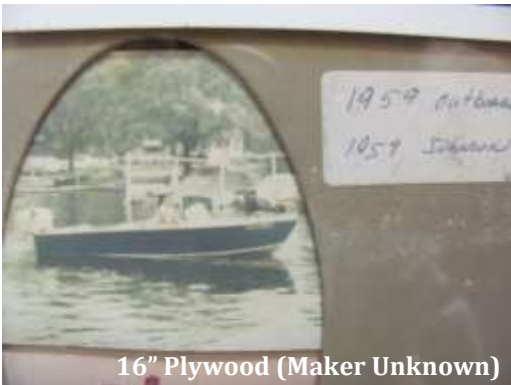
Old Town Canoe



1957 Century



1947 Penn Yan



16" Plywood (Maker Unknown)



1953 Chris Craft Rocket
Norwegian Wood



1936 Chris Craft



1964 Kayak Folboat with sail



1974 Glastron-Carlson CV-16



1957 Larson Falls Flyer

Elinor Peter Weiland

A Special, Giving Lady

Our Chapter is blessed to have an abundance of members who are willing volunteers....the lifeblood of any hobby-based organization. For most of the years of our existence, one of those “willing volunteers” has been Elinor Peter Weiland. Many of you are aware that Elinor is a gifted artist, but you may not know that Elinor has used that gift to make several significant and enduring contributions to the chapter.

Our current logo (it was not our first) was the product of Elinor’s creative gift. Many years ago she pencil-sketched a concept of a logo. Working with Cindy Heaton who has great expertise with graphic arts, together, they refined the logo that today is the prime symbol of the Lake Hopatcong Chapter of ACBS. It will endure, ad infinitum, as testimony to the collaboration of Elinor and Cindy and their generosity with their talents.

Another wonderful manifestation of Elinor’s artistic prowess is a beautiful watercolor of four of our members’ boats depicted underway, with the Lake Hopatcong Yacht Club in the background. One hangs in the place of greatest prominence in my office and is a constant source of pleasant thoughts of our old boats and the lake life.

Currently, WoodyWear has notecards available depicting our boats, but few of our current members are aware that it was Elinor who first created them many years ago. They sold like hotcakes!

These are just a few of the many contributions that Elinor has made over the years, but they only tell part of the story. In addition to sharing her artistic gift with us, Elinor always has been first to volunteer exuberantly for innumerable tasks big and small. including serving with distinction on the Board of Directors as Secretary. She also was co-chair of the Membership Committee for many years, a role in which she was quite active at the show. Notwithstanding those membership duties, she was quick to assist Cindy Heaton with WoodyWear sales, as well, at the show. Elinor has been a wonderful part of our Chapter’s evolving history almost from the beginning, and on behalf of all of us, I offer our hearty and well-deserved

THANK YOU to Elinor.



Herb and Elinor Weiland

Godfather Auctioned from Tahoe Museum

Museum Fails and Sells Inventory

The Tahoe Maritime Museum has housed antique and classic boats for many years. One of the most historic and famous boats on display has been **Godfather**, a boat built by the **Chris Smith & Sons Boat Company** in 1922, a company that changed its name to **Chris Craft** just two years later in 1924.

Godfather was the sixth boat built by the Chris Craft lineage. It was powered by a converted aircraft engine....an OX-5. It's history with this writer began when Wayne Mocksfield bought it in the early 1990's. It was in very rough condition and needed a total restoration. With the vocabulary that we use today, the boat would be categorized as "Restored", as most of the wood needed to be replaced. The engine was rebuilt by the late and famous John Clark, and the finish work and "put together" was done by Wayne's Marine.

Fast forward to the 1994 Annual Show at the Antique Boat Museum in Clayton, New York.....the "granddaddy show" in the east. It was at that show that Wayne accepted the show's highest award for **Godfather...Boat of the Year!**

It ensued that Wayne sold **Godfather** to a gentleman on the west coast who donated the boat to the Tahoe Maritime Museum. Unfortunately, the museum failed, and the decision was made to conduct an auction of the inventory during which **Godfather** was sold. The next chapter in the life of this historic boat has yet to be written, but for whatever lies ahead, one can hope that it will be under the stewardship of someone who will continue to treat it with the reverence appropriate for such a treasure of boating history.

Godfather being so revered is loud testimony to the immense contribution that Wayne has made to the antique boat community. A pathfinding pioneer from the beginning, Wayne's shop turned out many show-stopping, award winning boats, whether for himself or for his customers....many winning Best in Show awards.



Fully Restored Boats Are Much Less Expensive Than You Think

By: Matt Smith (aka *WoodyBoater*)

A turn-key restored wooden boat with new varnish, refinished chrome, new interior, rebuilt motor, and a tight new "5200" bottom can be had for as little as \$15,000. A restored fiberglass boat can be had for even less. And unless you want to do the work yourself, fully restored is the way to go.

- ◆ Well Maintained Vintage Motors Are Reliable and Simple to Repair
- ◆ The original flathead 6-cylinder and V-8 motors from makers like Chris Craft, Gray Marine, and Chrysler are robust and simple while parts are widely available.
- ◆ Repowering with a modern V-6 , V-8, or outboard is another option
- ◆ Kept Covered and (Ideally) on a Lift a Woody Can Go 4-5 Years Before the Varnish Needs to be Freshened
- ◆ A few coats of varnish is not intensive or very expensive.
- ◆ Painted "lapstrakes" last even longer, and fiberglass longer yet.
- ◆ Unlike New Boats, Classic Boats Hold Their Value. A new boat loses significant value the first day you use it. Classic Boats Are Not Meant to Be Babied. They may look like works of art, but they are built to be enjoyed all summer long.
- ◆ You're Joining a Community That's There for You.
- ◆ Your local Chapter of the ACBS provides a network of welcoming friends who can offer advice, help you locate boats, parts and restorers.

Editor's Note: Thanks to Matt Smith, *WoodyBoater*, for permission to reprint his writings.



Welcome New Members!

Anthony & Laura Bertelli
Dan & Barbara Edwards
Anthony & Barbara Galli
Joseph Huetz and Virginia Hendee
Richard Kelsey
Ralph & Mia Megliola

Pompton Plains, NJ
Lake Hopatcong, NJ
Sparta, NJ
Mt. Tabor, NJ
East Hampton, NY
Canadensis, PA

Partner in Command

Beautiful day! You are out for a ride with a seasoned skipper at the helm. With the wind in your face, you just sit back and relax, basking in the palpable pleasure of the moment. What could be more enjoyable? All of a sudden that moment is shattered. The skipper has slumped over the steering wheel. He/she is unconscious. What happened?

What should you do?

With the skipper unconscious, the first concern may seem to be attending to him or her. But not so. You are in a moving boat that is under no one's control. **"Immediate action" is to stop the boat!** To do that, you will need to know how to operate the boat.

The United States Power Squadrons has given great focus to managing this type of emergency in a program entitled, **"Partner in Command"**. The essence of this program is to raise awareness that, should the need arise as in the above scenario with an unconscious or otherwise incapacitated skipper, that someone else on the boat, a **Partner in Command**, needs to know how to operate the boat.

What, precisely, do you need to know?

- ◆ How to start, run and stop the engine.
- ◆ How to put the boat in and out of forward and reverse gear
- ◆ How to accelerate and decelerate the boat
- ◆ How to steer the boat
- ◆ How to approach a dock (slowly!)
- ◆ How to call for help

Do you know how to do these things?

Therein lies the reason for this article. You are encouraged to learn how to operate your boat. How does one learn these skills? Most skippers will welcome the opportunity to mentor a fledgling skipper, and just as "behind the wheel time" is critical to learning how to drive a car, "on the water" **PRACTICE** is critical to learning how to operate a boat. So take the time to learn and become a **Partner in Command**. It may save a life. And there is a wonderful bonus.....it is **FUN** to drive a boat!

Who's on First?

The Lake Hopatcong Chapter has a distinguished history in the arena of antique boating predating the founding of ACBS. Most of our members are aware of the significant role that antique boaters from Lake Hopatcong played in the creation of the ACBS, a source of appropriate pride. Also worthy of significant pride is the fact that, in all of ACBS, we were the First Chapter; but that place of honor has, at times, been in dispute by some.

Owing, perhaps, to the fact that the early meetings from which the ACBS was founded took place at Lake George, some have assumed that the Adirondack Chapter holds that "First Chapter" place in history. David Kidd, the third President of ACBS, settled the issue definitively in his book, ACBS The Early Years. He wrote, "Many are under the impression that the Adirondack Chapter was the first chapter of ACBS, but that honor goes to the Lake Hopatcong Chapter, followed closely by the New England Chapter, both in 1976". Mr. Kidd adds that the Adirondack Chapter was not established until 1977, along with the Land O' Lakes Chapter (now the Bob Speltz Land O' Lakes Chapter).

So which chapter was the first chapter in the ACBS? We of the Lake Hopatcong Chapter hold that place in history, a fact that is the source of a full measure of appropriate and enduring pride.

Ray Reynolds

My father was known for owning fast boats. One day my father's brother was driving my father's boat. His 16 year old, future fiancé, was riding on the deck. They thought that another boat was challenging them to a race. My uncle was not about to let the other boat pass him. My future aunt urged him to go faster. Turns out, the other boat was the Marine Police. My uncle was the recipient of a ticket or two. The resolution of those tickets required an appearance in Mount Olive Municipal Court.

Ray Shares photos of two of the family's boats probably taken in 1950.



Ray and his Mother



Ray's Parents

The Chris Craft was named **Wilomay**. It was docked at Hockenjos. Peter Panos identified the boat pictured as either a 19' Chris Craft Custom Runabout from 1935 -1938, or an 18' Deluxe Runabout from 1934 - 1935. My father later used this boat as a down payment for a gas station which was across from the State Marine Police Station in Great Cove.

The photo of the outboard, while not identified by make, certainly embodies speed on the water. I think it was named, **Bugs Bunny**.

Cody Brooke

A Restoration by Mike Shillizzi

Mike Shillizzi recently completed an extensive restoration of a 1959 20' Chris Craft Sportsman utility.....**Cody Brooke**. It involved a new bottom, sides and deck and rebuilding a V-8 engine for it. This is not Mike's first restoration. A few years back he restored a 17' Chris Craft Sportsman....**Nut Tonight**....both boats beautifully done!

Of his recent restoration of **Cody Brooke**, Mike writes.....

"After four and a half years of being torn apart and put back together, my 1959 20' Sportsman is finally in Lake Hopatcong and cruising these lake waters.. A few setbacks of weather and carburetor problems were all worked out, and Jon and Kait's V8s rebuilt the carb to perfection. Even made a housecall to install and check its performance. My Bride, Laura, was always there to lend a hand to assist in the steam bending and clamping of the side planks. As most know, it took a lot of mahogany boards and countless number of screws to complete. Interior was made by Maria Pappas of "Batten the Hatches".

This boat was built a bit more special, so the name on the rear is for my two Grandchildren, Cody and Brooke. So we had Alan Johnson do the lettering on the transom.

This boat will be around for a while and enjoyed for years on our lake and hope to have its first showing at the boat show next June unless you see us cruising around this year. Look for us and come over and say hello."

We wish you and Laura many happy boat rides, Mike, and we will look for you on the lake, perhaps with Cody and Brooke on board.....special moments of fun and making memories.



LHACBS Calendars

One of the several jewels of our chapter, along with the Annual Boat Show Guide and the website, is our yearly calendar. Those calendars are of the finest professional quality and are solely the product of the efforts of Bob Kays. Owing to the many ramifications of COVID 19, Bob is disappointed to report that we will not have a calendar for 2021. Instead, the photos that Bob had planned for next year's calendar will be used in the 2022 edition.



From time to time members inquire as to how boats are selected to be in the calendar. Beginning in 2010, Bob has created ten editions of the calendar. You can assume that over ten years there have been many boats pictured, but you may be interested to know just how many. And how many different manufacturers have



been pictured? How many different owners' boats have been included? Separate from "Historic Photos" which Bob sometimes includes, there have been 96 different boats pictured in the calendars in the 120 available spaces in ten calendars. As years have passed and most of our boats have appeared, Bob's pursuit of new boats to include has grown ever more challenging; hence, there has been some duplication. For the 96 boats pictured, there have been sixty-four different owners, many of whom own more than one boat. Only nine

boats that are not owned by Chapter members have been included, but all of those non-member boats were part of one of our shows and were captured on film during the Cruise-By. As to the distribution by manufacturer, it will not surprise anyone that the vast majority of the boats pictured have been Chris Crafts, with Century following a distant second. Boats from another eighteen manufacturers were included, as well, with several with just one boat from their line.

Bob's search for different boats to photograph is constant, and he even "pencils in" some boats that he knows are being restored currently, whether professionally or by the owner. In addition to boats in restoration, you can be sure that if Bob sees a boat new to the lake, he will make every effort to identify the owner to try to arrange for a photo shoot. That is no small task as it is a challenge to find a time that is mutually convenient to both the owner and to Bob. Add to that the need to have a day during which the conditions are favorable for a photo shoot, and we see that Bob's job is not easy. But Bob perseveres, and the next calendar is "in process", albeit being on hold for a year. It promises to be another "show-stopping" edition.

Cruise Nights



Mike Wiard & Diane Taylor on **Life Long Friend** 1962 Penn Yan



Kenny & Cindy Heaton on **CC Rider** 1963 Correct Craft



Wayne Mocksfield, with Margot and Bill Kropp on **Splash** 1947 Higgins



Mike & Laura Schillizzi on **Cody Brooke** 1959 Chris Craft



Mike Wiard's Latest

Another Stunning Restoration

Mike Wiard has an impressive history of making old things look and function as new. Apropos of our boat focused hobby, we have come to know two award winning boats that he has restored, a 1955 Lyman Fisherman, **Bullet**, and a 1962 Penn Yan Baltic, **Life Long Friend**. In addition, Mike has several outboard motors, also award winning, that he has brought back to mint condition. Most recently, Mike completed the restoration of a 1976 22' Skiff Craft that we saw on the July 30th Cruise Night. Mike writes of the restoration.....

"Fortunately the boat was rock solid with only some lapstrake delamination on the bottom. A little epoxy and fiberglass took care of that.

The Ford 302 started right up and ran good at first. Five years later it needed a new fuel pump, water separator, spark plugs and fuel lines...and she was running like a top!

It is an I/O, and the outdrive was shot, so I rebuilt it (not fun).

The inside was black with dirt and wasp nests, but it cleaned up real nice with lots of scrubbing. Eventually, I will redo the seats.

I stripped the bottom and sides and repainted....stained and varnished all of the wood work....and last I had to find and replace the vinyl on the deck. That wasn't fun either....lots of samples and a tedious process. To top it off the cabin had to be lifted up to get the vinyl underneath."



Kim Gedicke

Love at First Sight

Having not too much in common, such as television, movies, or music, Harry and I found ourselves always pausing to watch an old wooden boat go past on the Lake. In the early 1980's we remembered the second Sunday in July there would be an annual wooden boat parade that would pass by our home that overlooked Byram Bay. All those wooden boats cruising by - now that was a sight to behold.

Fast forward to 2005 and we were wondering if we could possibly own one of these magnificent vessels. We started our search, and the first boat that we went to look at was at the northern tip of the Chesapeake in Maryland.

As we approached our destination the street had an incline to it, and at the top of the street, parked on a trailer, in someone's driveway, was the most beautiful wooden boat. I thought, "Isn't this ironic that someone else would have a boat parked in their driveway the same time we are coming to look at one! When I realized that was our destination I fell in love immediately. Yes, there is such a thing as love at first sight.

But you know what they say, "You never buy the first thing you see".

We continued our search, even went for a ride in a boat we thought sure we would purchase. We were ready to make the phone call to make an offer. We were sitting in our front yard looking at the Lake, where, by the way, we do our best thinking, deciding what to offer when I said, "I wonder if that boat in Maryland is still for sale?" Harry said, "I will call and find out." A few minutes later he was back saying, "It is." I said, "Let's buy that boat."

Love turned into passion and we enjoyed 15 years of taking rides, boats shows, and yes, the purchase of a few more woody's, but **Second Wind** was our first, and that is where she will remain in our hearts.

We have just recently sold her. I am still in shock. We followed our heads and not our hearts in doing this. The new owners promise to take good care of her. She is their first wooden boat, and I am sure she will be a very special lady in their hearts, as well.



Pat Mueller

The pandemic has had one unique quality amid all of the grief it has caused in that we have been staying home and going through our stuff. My summer has been spent cleaning out my family's summer house (I live two doors up from it) so that my sister can buy it from the estate. During this process we have come across the usual vacation home items like my father's fishing gear, grandma's outdoor dining sets (all mid-century brightly colored plastic), the wooden deck chairs from the 1930's and several very old oil lamps for when power failed (I could have used them recently). We also found lots of board games, comic books, old Lake Hopatcong Breezes, outdoor games like lawn darts, tennis sets and so on. While going through some of this childhood memory stuff my sister and I found a box of old Life and Look magazines, One Life magazine was from June 1, 1959 and the main feature was titled, "Boats, Boats Everywhere a Flotilla of 8 Million", mainly about new boat models of that summer. On page 43 of the issue was an article called, "Perils of Boating and Safety Rules" which featured three pictures with captions and two were of Lake Hopatcong's Marine Police. The one photo shows two officers in a Chris Craft Holiday or Continental and the other is of an officer giving the operator of a Lyman outboard a \$15 ticket for making a wake under a bridge. I remember how the cops would hide on the Woodport side of Brady Bridge and go after unsuspecting boats for making even the slightest wake. I also remember going through the bridge and looking up trying to count all of the beer bottles people would put on the girders underneath that supported the structure.

Weekly Web Watch

Since 2017, the ACBS website/marketing committees have focused on creating more awareness of ACBS, the Chapters, and the hobby, and just as important, increasing the communication between the International Office and the ACBS Community using Social Media tools. The Weekly Web Watch has received high praise from many ACBS members. Stacy Dasno deserves much of the credit as she is the one contacting members about their boats and posting the stories on the ACBS website. You can submit your boat story, 300-500 words in length, and photos (4-6) to hqs@acbs.org.

Cruise Nights



Moving or New Email? Let ACBS HQ Know

If you change your address or other contact information, please notify ACBS HQ of the change(s). Why? The information in your **Member Profile** is the basis for all communication from both our Chapter and from ACBS, whether electronic or paper mail. The member is the only person authorized to change anything in his/her **Member Profile**; local chapters can not do it for you. So to assure that you don't miss any communication from our Chapter or ACBS HQ, please keep your contact information current.

How to make a change.

Electronically:

Go to acbs.org and click on the Burgee above **"Member Login"**. You may need to establish a password. Once you login, you can edit your contact information in **"My Profile"**. You also can edit your boat information in **"My Boats"**.

By Paper Mail:

Send changes to ACBS Headquarters at:

422 James Street Clayton, NY 13624-7798

Questions:

Call ACBS HQ @ 315-686-6004 or email dan@acbs.org

Cruise Nights



Joe Fleming Honored

Antique Boat Museum Names Joe Fleming “Fred Thomas Antique Boater of the Year”

There is a lot to honor in Joe Fleming’s history with his having been one of eight Founders of the ACBS. From that august beginning, Joe has continued to be active at both the Chapter and the International level, serving as the sixth President of the latter. For Joe’s long-standing and significant contribution to antique boating, he was honored by being presented with the 2020 Fred Thomas Antique Boater of the Year Award, the highest level of the non-judged awards at the Antique Boat Museum.

The award is named in the memory of Dr. Fred Burgess Thomas, Jr. (1945-1997), a plastic surgeon from Georgia. Dr. Thomas was a very close friend of the late Martin Zonnenberg, a former Trustee of the Antique Boat Museum. Both shared a deep affinity for the St. Lawrence River and antique boats and were enthusiastic supporters of the museum. Fred had an inexhaustible energy and enthusiasm for friends, family, and all antique boats from Lymans to skiffs. Following Fred’s death in 1997, Martin Zonnenberg underwrote the construction of the Museum’s Fred Thomas Skiff Livery and sponsored the Fred Thomas Antique Boater of the Year awards. It is given to an antique boater who exhibits the spirit of fellowship and fairness and a love of the hobby.

Joe Fleming certainly embodies the values of Martin Zonnenberg and Dr. Fred Thomas and is a worthy recipient of the Fred Thomas Antique Boater of the Year Award.

Congratulations, Joe, on the occasion of being so highly honored. Well-deserved!



Cruise Nights



Lights, Camera, Action!

The Making of the Annual Meeting Video

Don Gulliksen, LHACBS Corresponding Secretary

Our Annual Meeting is a very special event - not so much because of the business we conduct, but because it is a wonderful way to get together with our like-minded friends, catch up on what's happening in our lives, enjoy some beautiful surroundings and the delicious food.

For obvious reasons, that just isn't going to happen this year. But there is still that nagging issue of satisfying our charter's requirement to conduct an annual meeting. After doing our straw poll with our membership via email and seeing that we were all on the same page with regard to not pursuing a physical meeting, your board was faced with the challenge of coming up with something that would effectively communicate where our chapter is at and what we have planned for the future.

The natural tendency these days would have been to try getting 140-ish members together on a ZOOM meeting. Lots of questions about whether that would be successful - technology challenges, managing a call that size, coordinating calendars, providing meaningful content, etc. So we scrapped that idea and came up with the alternative of a simple video composed of the same reports that you would normally get at the annual meeting.

I've been making videos of our vacation adventures for years and more recently building virtual worship services for our church, so I volunteered to give it a shot. Guidance was sent to each of our speakers on how to shoot their video - proper lighting, camera angles, formats - all of that stuff that most of us don't do naturally. Some of our board members were comfortable with the idea and some were not, but all came through beautifully and got their videos to me in plenty of time to put it all together with some graphics and music.

We hope by the time you get this issue of Scuttlebutt you've had an opportunity to watch the video. We couldn't supply the eggs benedict or the mimosas with the video, but we trust that you will figure that part out on your own. We also didn't have an opportunity to have some fun with the special awards that are presented each year or the stories we get to swap with friends around the table, but it seems those things are on schedule to be back in our lives next summer.

As videos don't reach everyone in our chapter as comprehensively as these mailings of Scuttlebutt, consider sharing the video with members who may not have access to the necessary technology. Bring your phone to a socially distanced lunch with them and set it on the table for them to enjoy. Then make a toast to next year - it has got to be better than this year!

Link to the video: <https://tinyurl.com/y5nft6zo>

Cruise Nights



John MacKenzie

As soon as my 1958 Winner Warrior fiberglass boat is finished, I will have MUCH to share about it, my grandfather, and his story.

For now, this is about our everyday Chaparral.

The year 2020 has proven to be anything but normal - one might even say chaotic!

But the ONE activity that has proven to be normal is using our boat on Lake Hopatcong. Patty and I frequently escaped the chaos by taking a ride in our Chaparral. There was no TV news on the boat, no face masks were required, and I don't know of many boats that are 6 feet or less in length- so social distancing was not an issue. As this summer went on, we even carefully had some friends who were seeking some normalcy out on the BOAT.

Thank goodness for our BOAT!



Cruise Nights



ACBS International Meeting and Show 2021 and 2022

With the 2020 International Annual Meeting and Boat Show cancelled, our International Board of Directors has decided to leave what were the planned venues for the 2020 and 2021 events in place, shifting them ahead one year. The 2021 event will take place in Coeur d' Alene, Idaho; and in 2022, it will take place in Burlington, Vermont, hosted by the Lake Champlain Chapter.

Given those changes and the dramatic differences in relative proximities of the two venues, it is worth reiterating the suggestion that our Chapter may wish to coordinate a large showing at the 2022 event in Burlington, Vermont. It is an easy drive, and those of us who have been part of their show in years past can recommend it highly for a myriad of wonderful reasons.

“Hopatcong Hometown Hero” Banner Program

Many of us have seen the banners hanging proudly on Hopatchung Road that honor present and prior military veterans. The banners contain a picture, name, rank, and years of service for the veterans. You may be interested to know that Bradley Hoferkamp, a member of the Hopatcong Borough Council and of our Chapter, was the driving force that created this patriotic program. Please join me in offering our deep thanks to Brad for his work to honor our military, past and present.

Brad, and his lovely wife, Pat, joined our Chapter in 2009 and showed themselves to be willing volunteers from day one. Pat assumed the Chair of WoodyWear, a demanding role that involved an immense amount of work to order and house a large inventory of many, varied items. In addition, both Pat and Brad have served on the Board of Directors with Pat holding the office of the President. They have been a wonderful addition to our Chapter and to the Lake Hopatcong community.



Ken Moeri

Ken shares that he had been looking for a pickup truck camper to restore for a while, and it needed to be the right size to fit in his truck and still be able to pull **Hornblower.**, his 1954 20' Chris Craft Sportsman.



He found one and got it home (no small task, as it was just sitting on the ground). He then set to work, gutting it, tearing it down a little more than he expected. After rebuilding most of the framing, he reports being well on the way to doing new siding and then a new interior. He hopes to travel to several shows next year, starting with Mt. Dora in March.

Cruise Nights



Rob Pryor

Summer fun with **Priority** in the mid-1960's. My brother and I and friends enjoyed lots of water skiing on the Barnegat Bay. We constructed a kite that took us up 30' over the bay. We also would do 5-man pyramids with me on the top left. No more skiing these days, but still enjoying **Priority** 55 years later on the Bay.

Editor's note: **Priority** is a 1965 Chris Craft Cavalier Ski Boat. Rob did a beautiful restoration several years ago bringing it back to "like new" condition.



Cruise Nights



Tom McGowan

What Did You Do During the Quarantine?

For most of the year, we have been in Taiwan enjoying the relatively COVID free environment that comes with a competent and committed management of the disease and where there has been no shutdown, folks wear masks, and the death rate is 7 people out of a population of 23 million, notwithstanding that Mainland China is 90 miles away.

However, we were at the lake for a little more than 3 months this summer (longer than expected because of the difficulty in getting a flight back to Taiwan) mostly stuck in the Extended Stay America at Budd Lake as we monitored the rebuild of our house on the lake fighting supply chain delays etc. We did have both boats in the water and participated in one cruise night as well as getting my 53 Chevy pick up truck out for the old car parade around the lake in June. The house is still not finished, but we are getting close.

Feelings about My Boats

I consider having my two boats to be an opportunity to learn about what they were, where they came from, and the folks who they came in contact with along the way. By way of example, one of my boats is a 1955 Larson Cabin Outboard Special built by the original Larson Boat Works in Minnesota, and this past year I have



been able to track down 15 other boats like mine (mostly Minnesota) as well as to become email buddies with a nephew of Paul Larson, the Founder of the boats works. Of the boats I found, 9 are in the water and 6 are projects. They are mostly in Minnesota, but there are a couple in Wisconsin, one in Illinois, and one in Michigan. Getting in touch with all these owners has been great fun.

Chain of Ownership

1955 Larson Mr. Frank

The Larson was purchased new by Dr. Frederick Lott in 1955 who owned the boat for 46 years, using it on the St. Croix River in Minnesota (I have talked to and exchanged emails with Dr. Lott's children who have told me stories and provided photos).

Near the end of Dr. Lott's life, the family sold the boat (which was at that point somewhat in disrepair) to Mark Barkwell in 2001 who started a renovation project but ran out of money

and sold the boat to Butch Gerris who finished the restoration but then let the boat sit in his garage for 10 years with virtually no use. I located Mr. Gerris after failing to win the bid on a similar boat that sold in the Mikkelson auction in Wilmar, Minnesota and bought the boat in the summer of 2012 and brought it to Lake Hopatcong in the spring of 2013 after having some renovation work done in Minnesota over the winter.

1931 Chris Craft Lady Mary

My Chris Craft started life as a ride boat at the Saranac Inn in Lake Saranac, New York and in the early 1940's ran aground on a sand bar and blew its engine at which point it stopped being used and withered away into a gray boat. At some point John Kadimik, the prior owner of what is now Katz's Marina, bought the boat and then sold it to Greg Howell, a retired New Jersey policeman living in Maryland who restored the boat and actually brought it to the Lake Hopatcong Show one year. In 2007, Greg put the boat on the market to raise funding to buy a motor home, because he and his wife decided they wanted to spend their retirement years wandering the country. I bought the boat in 2007 and brought it to Lake Hopatcong in the spring of 2008.

I do not have any "old" family photos of these boats, but at the end of WWII, my uncle (Henry Leer) bought the ride boat business of Becks Brothers, and I do have some pictures of the ride boats he had which, unfortunately, are in New Jersey, and I will not be able to get at them until I get back to the lake next spring.

Editor's note: stay tuned for photos of the Beck Brothers ride boats in the next issue of Scuttlebutt....should be interesting!





Harry and Kim Gedicke on **Second Wind**

Parting Shots

Thanks to everyone for your contributions to this issue of Scuttlebutt, and there are many of you! Adversity really does challenge us to new heights, and you answered the call...some with photos...some with stories...some with both.

As with the last three issues of Scuttlebutt, ACBS International Headquarters has made an immense contribution in doing the layout and managing the printing and mailing. This issue is different in that the work has been done by Dan Gyoerkoe, the Executive Director of ACBS, and he has done it with amazing speed.

So mega-thanks go to our members who made contributions and to Dan for his layout work.....jobs well done!